

*some gum (preferably the soft bubble-gum type) and then knead it into a small strip of cloth. Stuff this gum/cloth into the hole in the tire, pump up the tire and it just may get you back to camp.*

1. Remove the tire as described in this chapter.  
2. Prior to removing the object that punctured the tire, mark the location of the puncture with chalk or crayon on the outside of the tire. Remove the object (Figure 139).

3A. On 1970-1974 ATC90 models, on the *outside* of the tire, roughen the area around the hole slightly larger than the patch. Use the cap from the tire repair kit or pocket knife. Do not scrape too vigorously or you may cause additional damage.

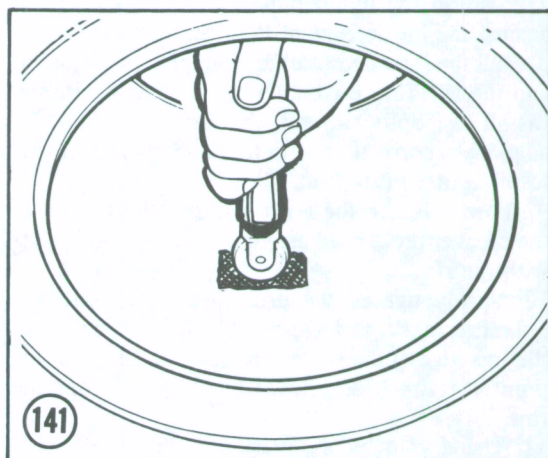
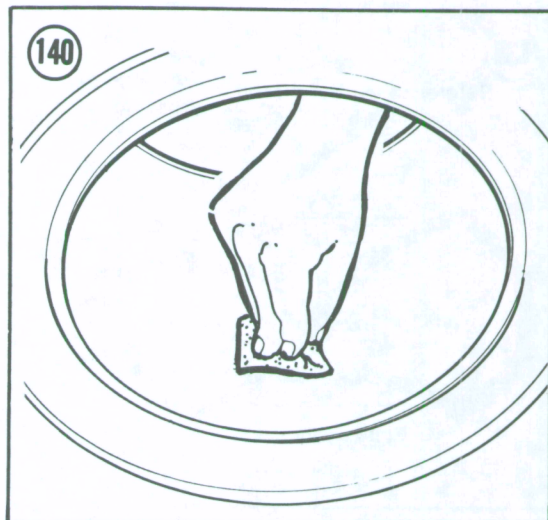
3B. On all other models, on the *inside* of the tire, roughen the area around the hole slightly larger than the patch (Figure 140). Use the cap from the tire repair kit or pocket knife. Do not scrape too vigorously or you may cause additional damage.

4. Clean the area with a non-flammable solvent. Do not use an oil base solvent as it will leave a residue rendering the patch useless.

#### NOTE

*In the following steps, the patch is applied to the outside surface of the tire on 1970-1974 ATC90 models, not the inside as on all other models.*

5. Apply a small amount of special cement to the puncture and spread it with your finger.
6. Allow the cement to dry until tacky—usually 30 seconds or so is sufficient.
7. Remove the backing from the patch.



#### CAUTION

*Do not touch the newly exposed rubber with your fingers or the patch will not stick firmly.*

8. Center the patch over the hole. Hold the patch firmly in place for about 30 seconds to allow the cement to dry. If you have a roller use it to help press the patch into place (Figure 141).
9. Dust the area with talcum powder.

#### FRAME

The frame does not require routine maintenance. However, it should be inspected immediately after any accident or spill.

#### Component Removal/Installation

1. Remove the seat, fenders and fuel tank.
2. Remove the engine as described in Chapter Four.

3. Remove the front wheel, front fender, handlebar assembly and front fork/steering stem assembly as described in this Chapter.
4. Remove the rear wheels and rear axle as described in this chapter.
5. Remove the lighting and ignition equipment and the wiring harness as described in Chapter Seven.
6. Remove the footpeg assembly.
7. Inspect the frame for bends, cracks or other damage, especially around welded joints and areas that are rusted.
8. Assemble by reversing these steps.

### Stripping and Painting

Remove all components from the frame. Thoroughly strip off all old paint. The best way is to have it sandblasted down to bare metal. If this is not possible, you can use a liquid paint remover and steel wool and a fine, hard wire brush.

#### CAUTION

*The headlight housing and both the front and rear fenders are molded plastic. If you wish to change the color of these parts, consult an automotive paint supplier for the proper procedure. Do not use any liquid paint remover on these components as it will damage the surface. The color is an integral part of some of these components and cannot be removed.*

When the frame is down to bare metal, have it inspected for hairline and internal cracks. Magnafluxing is the most common and complete process.

Make sure that the primer is compatible with the type of paint you are going to use for the final coat. Spray on one or two coats of primer as smoothly as possible. Let it dry thoroughly and use a fine grade of wet sandpaper (400-600 grit) to remove any

flaws. Carefully wipe the surface clean and then spray the final coat. Use either lacquer or enamel base paint and follow the manufacturer's instructions.

A shop specializing in painting will probably do the best job. However, you can do a surprisingly good job with a good grade of spray paint. Spend a few extra dollars and get a good grade of paint as it will make a difference in how well it looks and how long it will stand up. It's a good idea to shake the can and make sure the ball inside the can is loose when you purchase the can of paint. Shake the can as long as is stated on the can. Then immerse the can *upright* in a pot or bucket of warm water (*not hot—not over 120° F*).

#### WARNING

*Higher temperatures could cause the can to burst. Do not place the can in direct contact with any flame or heat source.*

Leave the can in the water for several minutes. When thoroughly warmed, shake the can again and spray the frame. Be sure to get into all the crevices where there may be rust problems. Several light mist coats are better than one heavy coat. Spray painting is best done in temperatures of 70-80° F (21-26° C); any temperature above or below this will give you problems.

After the final coat has dried completely, at least 48 hours, any overspray or orange peel may be removed with a *light application* of Dupont rubbing compound (red color) and finished with Dupont polishing compound (white color). Be careful not to rub too hard or you will go through the finish.

Finish off with a couple coats of good wax prior to reassembling all the components.

It's a good idea to keep the frame touched up with fresh paint if any minor rust spots or scratches appear.

*Tables are on the following page.*



Table 1 FRAME TORQUE SPECIFICATIONS

Item	N-m	ft.-lb.
Front axle nut		
ATC70	60-80	43-57
ATC90	NA	NA
ATC110, ATC125M	50-70	36-51
Handlebar upper holder bolts		
ATC70	6-9	4-6
ATC90	NA	NA
ATC110, ATC125M	18-30	13-22
Handlebar lower holder nuts	40-48	29-34
Steering stem nut	50-70	36-51
Front fork bridge bolt		
ATC70	40-48	29-34
ATC90	NA	NA
ATC110, ATC125M	50-70	36-51
Rear axle nut	60-80	43-58
Rear brake drum nut		
ATC70	NA	NA
ATC90	40-45	29-32
ATC110	40-60	29-43
ATC125M		
Inner	35-45	25-33
Outer	120-140	87-101
Rear bearing holder		
ATC70 (right- and left-hand)	20-24	14-17
ATC90	20-24	14-17
ATC110	NA	NA
ATC125M	50-70	36-51
Driven sprocket to axle		
ATC70	NA	NA
ATC90	40-48	29-35
ATC110	44-52	32-38
ATC125M	21-27	15-20
Wheel rim bolts and nuts	19-25	14-18

NA—Does not apply to this model or Honda does not provide specifications for all models.

Table 2 TIRE INFLATION PRESSURE AND CIRCUMFERENCE MEASUREMENTS

Model	Tire size (Front and rear)	Tire pressure		Circumference	
		kg/cm <sup>2</sup>	psi	mm	in.
ATC70	16×8-7	0.2	2.8	1,520	60
ATC90					
1970-1974	NA	NA	NA	NA	NA
1975-1978	22×11-8 ATV	0.15	2.2	1,742	68.6
ATC110	22×11-8 ATV	0.15	2.2	1,742	68.6
ATC125	22×11-8 ATV	0.15	2.2	1,742	68.6

NA—Honda does not provide service information for all models.

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